Leaders express anger at meeting not sanctioned by UAW

No concessions, say GMAD locals

By Marjorie Sorge
Labor Editor

DEARBORN. — Leaders of UAW locals in the General Motors Assembly Division say they will not make any concessions at the local level.

Representatives of UAW subcouncil 7A and 7B, which represents, 50,000 workers at GM nationwide, held a meeting at the Hyatt Regency Hotel here to "describe their efforts to combat systematic management attacks on local agreements and practices." The meeting was not sanctioned by the International UAW, but was attended by about 75 officials representing 15 UAW locals.

A UAW spokesman said the union has no comment on the meeting but said the sanctioned subcouncil meeting will begin today in Denver. Owen Bieber, UAW vice president and head of the GM department, will attent the meeting.

"Sentiment is strong nationwide," said Ed Parker, bargaining chairman of Local 595, Linden, N. J. "We've given enough at the national level. At the local level, we're standing firm."

While the disgruntled leaders would not say they would go on strike at the local level to stop concessions, Parker did say they "could picket Solidarity House (UAW Headquarters in Detroit), not GM."

It was estimated that the UAW-GM national agreement would save GM between $2.5 billion and $3 billion over its 29-month life. GM had hoped to make local changes that would also cut costs.

According to a GM spokesman, the only GM assembly plants that have signed new local agreements are Shrevesport, La.; Buick, Flint, and Tarrytown, N. Y.

The workers are angry that GM is making changes in relief time and has combined several job classifications.

Subcouncil leaders are also afraid of the outsourcing agreement in the national contract. They say it could lead to a bidding war between locals which are faced with either providing GM cost-saving proposals or possible plant closing.

The outsourcing agreement requires that GM give the UAW 60 days' notice on outsourcing which will result in the layoff of 10 percent of a plant's workers, or 100 employes. The union can then attempt to make changes in the plant which could cut costs and make the facility more competitive.

The leaders were also critical of the changes in the bonus plan for GM executives (the changes have not been implemented) and are angry about the company's deal with Isuzu to import 200,000 of the Japanese cars to the U. S.

"GM's only flag is the dollar," said Richard Debs, President, Local 1776 (Ypsilanti).

The local leaders charged that those two plans violate the intent of the national agreement.

They were also critical of the international union officials who were invited to attend the meeting but declined because it was not sanctioned.

TOP CARS

U.S. new-car registrations for four months, 1982. Registrations not available for Oklahoma.

1982 Position		Make	1981 Position	
1—	385,557	Chevrolet	520,791—	1
2—	274,833	Ford	351,404—	2
3—	228,147	Oldsmobile	272,989—	3
4—	205,633	Buick	240,402—	4
5—	158,519	Toyota	200,624—	5
6—	143,603	Pontiac	178,842—	6
7—	128,102	Nissan	148,415—	7
8—	117,683	Honda	127,913—	8
9—	98,519	Mercury	114,706—10	
10—	81,228	Plymouth	119,883—	9
11—	80,212	Dodge	109,435—11	
12—	69,767	Cadillac	67,843—13	
13—	48,315	Volkswagen	76,158—12	
14—	46,158	Mazda	62,689—14	
15—	45,862	Chrysler	38,018—17	
16—	44,730	Subaru	45,003—16	
17—	30,775	AMC	48,265—15	
18—	23,479	Lincoln	20,783—18	
19—	22,358	Volvo	18,511—21	
20—	20,504	Mercedes	18,690—20	
21—	14,897	BMW	.....	
22—	14,344	Audi	.....	
	.....	Fiesta	21,336—19	
	.....	Colt	16,905—22	
	68,924	Other imports	91,830	
	733	Misc. Dom.	909	
	2,352,882	TOTAL	2,912,344	

Automotive News analysis of new-car registrations based on R. L. Polk & Co. statistical report.

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Seeing red in Martinsville, Va.

Forty Pontiac Washington zone dealers participated in a colorful drive away of new 1982 Trans Ams at the Grand National Race at the Martinsville (Va.) Speedway. During the parade laps, 40 identical red Trans Ams circled the track before 30,000 NASCAR race fans.

Carrigan named to manage GMAD Lakewood plant

WARREN. — Patricia M. Carrigan, 53, has been appointed manager of the GM Assembly Division plant in the Lakewood District of Atlanta.

Patricia M. Carrigan

Carrigan, who has been resident comptroller at the division's plant at Ypsilanti, Mich., succeeds Victor P. Sutt, who has retired after 43 years with General Motors.

She becomes the first woman plant manager of any General Motors domestic operation.

Carrigan joined GM in 1976 as executive administrator of employe relations at the division's central office at Warren.

The following year, she was named an executive in training at the Ypsilanti plant and in 1979 was promoted to general superintendent of production, a position she held until becoming resident comptroller in 1981.

She received her bachelor's degree in education from Michigan State University and her master's degree in educational psychology and her doctorate in clinical psychology from the University of Michigan.

Auto loan ceiling raised to 18 pct. in Pennsylvania

HARRISBURG, Pa. — Gov. Richard Thornburgh has signed legislation providing for automobile loan interest rates of 18 percent for new cars and used cars not more than two years old.

It replaces a previous formula that had held interest to about 15 percent and had caused the loss of many auto sales to out-of-state retailers.

The bill was pushed through the legislature by the Pennsylvania Automotive Assn. The 18 percent interest level is similar to earlier increases on other types of consumer credit.

An amendment to the bill sets up a procedure for giving buyers 21 days' notice of what steps must be taken to cure payment defaults before a car can be repossessed.

The PAA said the change in repossession procedures affects banks and finance companies more than it does dealers.

But April total is 10 pct. below last year's

Month's registrations highest of '82

By Jenny L. King
Staff Writer

Total new-car registrations in the U. S. in April were at their highest level so far this year but tumbled 10.59 percent compared with the same month of 1981, according to figures compiled by R. L. Polk & Co.

New-car registrations in April totaled 672,253, up 7.45 percent from 625,649 in March, and down 10.59 percent from 751,845 a year earlier. It was the lowest for the month since 1975 when only 581,304 new cars were tallied.

Domestic registrations during the fourth month numbered 485,992, up 7.97 percent from 450,119 in March, down 7.22 percent from 523,821 in April of 1981.

Imports accounted for 27.71 percent of the April total, with 186,261 units. That was down from 30.33 percent a year earlier, based on 228,024 registrations.

Registrations for the first four months of 1982 totaled 2,352,882, down 19.21 percent from 2,912,344 in 1981. Domestic year-to-date registrations numbered 1,668,348 through April 30, down

Continued on Page 34, Col. 1

NEW-CAR MARKET SHARES IN U. S.

	APRIL					FOUR MONTHS				
	Regis. April, 1982	Percent Share of Market	Regis. April, 1981	Percent Share of Market	Pct. Pt. Change '82 vs. '81	Regis. 4 mos., 1982	Percent Share of Market	Regis. 4 mos., 1981	Percent Share of Market	Pct. Pt. Change '82 vs. '81
Chevrolet	109,009	16.21	123,533	16.43	— 0.22	385,557	16.39	520,791	17.88	— 1.49
Ford	80,280	11.94	90,927	12.09	— 0.15	274,833	11.68	351,404	12.07	— 0.39
Oldsmobile	67,143	9.99	72,631	9.66	+ 0.33	228,147	9.70	272,989	9.37	+ 0.33
Buick	59,886	8.91	61,045	8.12	+ 0.79	205,633	8.74	240,402	8.26	+ 0.48
Pontiac	41,276	6.14	42,556	5.66	+ 0.48	143,603	6.10	178,842	6.14	— 0.04
Mercury	28,394	4.23	29,169	3.88	+ 0.35	98,519	4.19	114,706	3.94	+ 0.25
Dodge	24,947	3.71	28,486	3.78	— 0.07	80,212	3.41	109,435	3.76	— 0.35
Plymouth	24,512	3.65	31,040	4.13	— 0.48	81,228	3.45	119,863	4.12	— 0.67
Cadillac	19,584	2.91	17,782	2.37	+ 0.54	69,767	2.96	67,843	2.33	+ 0.63
Chrysler	16,059	2.39	8,626	1.15	+ 1.24	45,862	1.95	38,018	1.30	+ 0.65
AMC	7,767	1.15	12,064	1.60	— 0.45	30,775	1.31	48,265	1.66	— 0.35
Lincoln	6,935	1.03	5,623	0.75	+ 0.28	23,479	1.00	20,783	0.71	+ 0.29
GENERAL MOTORS	295,898	44.16	317,547	42.24	+ 1.92	1,032,707	43.89	1,280,867	43.98	— 0.09
FORD MOTOR CO.	115,609	17.20	125,719	16.72	+ 0.48	396,831	16.87	486,893	16.72	+ 0.15
CHRYSLER CORP.	65,518	9.75	68,152	9.06	+ 0.69	207,302	8.81	267,336	9.18	— 0.37
AMERICAN MOTORS	7,767	1.15	12,064	1.60	— 0.45	30,775	1.31	48,265	1.66	— 0.35
IMPORTS	186,261	27.71	228,024	30.33	— 2.62	684,534	29.09	828,074	28.43	+ 0.66
MISCELLANEOUS	200	0.03	339	0.05	— 0.02	733	0.03	909	0.03	.....
TOTAL	672,253		751,845			2,352,882		2,912,344		

Automotive News analysis of new-car registrations based on R. L. Polk & Co. statistical report. Registrations for Oklahoma not available.

auto personnel

Lincoln-Mercury

Thomas F. O'Hare has been appointed Eastern regional sales manager for Lincoln-Mercury. He succeeds **B. J. Coughlan,** who now is L-M marketing manager.

Thomas F. O'Hare

Thomas D. Mignanelli succeeds O'Hare as New York district sales manager, and **Richard D. Poole** replaces Mignanelli as Boston district sales manager. Poole had been assistant sales manager in Boston.

O'Hare joined L-M in 1967 and held field sales posts in Boston, Philadelphia, New York and Chicago before becoming national business management manager for the division in 1977. He was named Boston district sales manager in 1978 and moved to New York in 1980.

Mignanelli joined Ford Motor Co. in 1969. He was with L-M from 1969 to 1975 and with Ford Division from 1975 to 1980 when he returned to L-M as Boston district sales manager.

Poole has been with L-M since 1968 and has been assistant district sales manager in Boston since 1980.

T. D. Mignanelli

Richard D. Poole

Bobbie S. Koehler has been appointed assistant district sales manager for Lincoln-Mercury's Washington office in Falls Church, Va. She succeeds **William R. Bruce Jr.,** who resigned.

Koehler formerly was general field manager in the division's Chicago district sales office. She joined Ford Motor Co. in 1972 in Ford Division's Pittsburgh district sales office and transferred to L-M in 1979.

Ford Motor Co.

Robert W. Hefty, director of International and Diversified Products Public Affairs for Ford Motor Co., will retire Aug. 1 after 30 years with the company. He will be 62 on Aug. 17.

Hefty was with United Press before joining Ford in 1952. He has held a wide range of public relations posts with the company, including public relations manager for Ford Division, corporate director of public information and director of the public relations office for Ford North American Automotive Operations. He was appointed to his present position in 1981.

Porsche-Audi deal sold

PHOENIX. — Lee Maas has purchased Camelback Porsche Audi from Robert Bazzoni, who owns a dealership in California and plans to return there. Maas is a Porsche-Audi dealer in Dallas.

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On ways to deal with car manufacturers

Mullane offers tips to radio makers

CHICAGO.—In their relations with auto manufacturers, both auto dealers and suppliers have a certain common ground, according to Ed Mullane, president of the Ford Dealers Alliance.

He urged members of the Custom Automotive Sound Assn. to use many of the methods the alliance has adopted in its dealings with manufacturers.

Speaking at the annual meeting of the association here, Mullane reminded CASA members that open competition is the cornerstone of the U. S. economic system.

The moves by auto makers to include sound systems as standard equipment on new cars subverts the concept of an economy in which the consumer has freedom of choice, Mullane charged.

CASA has been involved in battles to stop this procedure by auto makers. It filed suit against General Motors and won concessions.

But Mullane explained in one of his rare appearances before non-auto-dealer groups that litigation is only one method, and perhaps the most extreme and costly method available to them.

He urged CASA to fund studies and publicize the results to prove their points.

"An independent study could show that if there is not freedom of choice, how severely the customer can be had. Other studies could show how your product is being technically excluded and suggest ways to overcome this," Mullane said.

Publicizing the results is another link in the chain, Mullane said.

• "All factories are gun shy of public criticism," he said. He added: "If honest negotiations fail, I have no problem going public with our problems."

Unfair practices also can be attacked on the legislative level, particularly on the state level where suppliers could muster support easier than on the federal level, he said.

Negotiations with the auto makers is the final approach, Mullane said. This should be the final approach, because unless the other three actions are taken, auto makers are less willing to negotiate, he said.

CASA was also in line for criticism from Mullane.

He noted auto dealers "will welcome any proposition that increases our chance to make a profit. But here is where I think you've failed us from a merchandising and marketing angle.

"You have to change dealer mentality," he said. "Show us the profit potential. Give us the quality of product and installation and follow-up to keep customers happy."

Used car sales
Auction Averages

June to date	$4,708
Month ago	$4,799
Year ago	$4,286

Model breakdown
Auction Averages

	JUNE	MAY	APRIL
1982	$9,648	$9,102	$8,891
1981	6,892	6,995	6,979
1980	5,367	5,439	5,472
1979	4,768	4,807	4,638
1978	3,637	3,874	3,764
1977	2,950	2,986	2,917
1976	2,041	2,146	2,183
1975	1,415	1,539	1,491
Overall Average	$4,708	$4,799	$4,710

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But April total is 10 pct. below last year's

Month's registrations highest of '82

Continued from Page 4

19.96 percent from 2,084,270. The import total was 684,534, down 17.33 percent from 828,074.

General Motors, Chrysler and Ford all increased their shares of the market this April compared with a year earlier. GM climbed 1.92 percentage points, to 44.16 percent from 42.24 percent. Ford was up 0.48 of a percentage point, to 17.20 percent from 16.72 percent, and Chrysler edged ahead 0.69 of a percentage point, to 9.75 percent from 9.06 percent.

Imports slipped to 27.71 percent from 30.33 percent, American Motors was off 0.45 of a percentage point, to 1.15 percent from 1.60 percent and miscellaneous domestics dropped to 0.03 percent from 0.05 percent.

• Excluding imports, April registrations were divided this way: GM, 61.09 percent; Ford, 23.79 percent; Chrysler, 13.48 percent; AMC, 1.60 percent, and miscellaneous, 0.04 percent.

A year earlier, domestic-only registrations were divided as follows: GM, 60.62 percent; Ford, 24.00 percent; Chrysler, 13.01 percent; AMC, 2.30 percent and miscellaneous, 0.07 percent.

By size segments, U. S. subcompacts, intermediates, standard models and luxuries gained, while U. S. compacts were down as were imports.

Subcompacts jumped to 16.22 percent from 13.96 percent of the April total; intermediates stood at 21.74 percent, up from 20.96 percent; standards had 9.99 percent compared with 9.30 percent a year earlier, and luxury cars grew to 5.25 percent from 4.48 percent.

Compacts dipped to 19.09 percent from 20.97 percent in April of last year, and imports gave up 2.62 percentage points, to 27.71 percent from 30.33 percent.

Total units by market class for the month were: Subcompact, 109,017; compact, 128,357; intermediate, 146,159; standard, 67,150; luxury, 35,309, and import, 186,261.

AUTOMOTIVE NEWS ANALYSIS OF NEW-CAR REGISTRATIONS

Based on R. L. Polk & Co. Statistical Report

APRIL '82 VS. APRIL '81

	1982 April	1982 Year	1981 April	1981 Year
AMC Spirit	2,196	7,194	3,274	13,869
Concord	1,977	7,318	3,832	14,381
Concord SW	649	3,209	1,209	5,196
Eagle 4WD	472	2,140	526	2,627
Eagle 4WD SW	1,474	6,332	1,397	5,561
Eagle SX4 4WD	999	4,582	1,826	6,631
TOTAL AMC	7,767	30,775	12,064	48,265
Chrysler LeBaron '81			3,555	15,451
LeBaron '81 SW			731	3,043
LeBaron FWD	8,360	24,362		
LeBaron SW FWD	760	1,034		
Cordoba	1,413	4,848	2,497	11,285
Newport			523	2,767
New Yorker '81			793	3,598
New Yorker	5,227	14,607		
Imperial	299	1,011	527	1,874
Total	16,059	45,862	8,626	38,018
Plymouth Horizon FWD	7,704	28,970	13,378	51,161
Reliant FWD	10,418	33,979	11,415	47,574
Reliant SW FWD	4,728	13,386	4,740	17,323
Gran Fury '81			1,507	3,825
Gran Fury	1,662	4,893		
Total	24,512	81,228	31,040	119,883
Dodge Omni FWD	7,317	27,184	10,191	37,733
Aries FWD	7,878	25,127	9,498	37,597
Aries SW FWD	4,036	10,913	3,847	13,996
Dodge 400 FWD	2,590	7,498		
Diplomat	2,529	6,992	2,302	9,340
Diplomat SW	8	50	410	1,680
Mirada	689	2,448	1,378	5,290
St. Regis			860	2,799
Total	24,947	80,212	28,486	109,435
Total Chrysler Corp.	65,518	207,302	68,152	267,336
Ford Escort FWD	22,529	78,499	15,794	61,024
Escort SW FWD	7,243	25,612	11,135	42,277
EXP FWD	4,133	14,411	2,299	2,300
Pinto			986	7,453
Pinto SW			248	2,273
Fairmont	11,645	39,290	13,382	55,323
Fairmont SW	231	1,770	5,296	18,513
Granada	6,674	24,474	9,626	36,660
Granada SW	3,432	11,086		
LTD	4,514	13,385	4,685	17,492
LTD Crn. Victoria	3,376	11,866	3,148	11,977
Ford SW	1,656	5,608	1,554	6,101
Mustang	11,265	35,966	16,307	61,484
Thunderbird	3,582	12,866	6,267	28,327
Total	80,280	274,833	90,927	351,404
Lincoln Town Car	2,910	8,292	2,652	9,733
Mark VI	2,181	6,797	2,971	11,050
Continental	1,844	8,390		
Total	6,935	23,479	5,623	20,783
Mercury Lynx FWD	6,896	24,158	6,084	20,506
Lynx SW FWD	1,888	6,791	3,257	12,132
LN7 FWD	1,454	5,271	656	656
Bobcat			207	1,770
Bobcat SW			57	406
Zephyr	3,648	12,228	3,551	17,206
Zephyr SW	100	704	1,154	4,674
Cougar	3,047	11,084	3,617	14,153
Cougar SW	1,387	4,416		
Marquis	687	2,351	616	2,424
Marquis Brougham	1,595	5,183	906	3,753
Grand Marquis	2,809	9,256	1,620	7,022
Marquis SW	772	2,617	557	2,392
XR7	1,274	4,797	2,293	10,522
Capri	2,835	9,663	4,594	17,088
Total	28,394	98,519	29,169	114,706
Linc. Merc. Div. Total	35,329	121,998	34,792	135,489
TOTAL FORD MOTOR CO.	115,609	396,831	125,719	486,893

	1982 April	1982 Year	1981 April	1981 Year
Buick Skylark FWD	13,464	54,375	16,712	70,633
Skyhawk FWD	3,253	6,401		
Century '82 FWD	7,314	22,645		
Regal/Century	18,032	61,591	28,712	110,823
Regal/Century SW	1,270	3,858	1,533	5,094
Le Sabre	2,419	7,935	1,732	6,657
Le Sabre Limited	4,819	16,104	3,648	13,584
Electra	4,556	16,030	4,103	16,625
Buick SW	1,281	4,164	920	3,375
Riviera FWD	3,478	12,530	3,685	13,611
Total	59,886	205,633	61,045	240,402
Cadillac de Ville	8,473	29,040	8,461	30,323
Cimarron FWD	1,221	5,053		
Fleetwood & Chas.	3,190	11,852	3,178	12,412
Eldorado FWD	4,562	16,100	4,237	16,387
Seville FWD	2,138	7,722	1,906	8,721
Total	19,584	69,767	17,782	67,843
Chevrolet Chevette	21,235	79,568	31,141	149,105
Camaro	16,150	39,769	10,604	34,757
Monza			1,100	14,341
Cavalier FWD	9,042	31,589		
Cavalier SW FWD	2,558	8,704		
Citation FWD	16,043	75,704	25,369	115,255
Malibu	6,539	24,613	17,520	56,044
Malibu SW	3,386	10,931	5,718	18,496
Celebrity FWD	7,104	20,508		
Monte Carlo	8,715	30,633	13,284	59,198
Impala	4,736	16,109	5,113	18,994
Caprice	7,886	28,371	7,096	29,694
Chevrolet SW	3,370	12,143	3,590	14,180
Corvette	2,145	6,915	2,998	10,727
Total	109,009	385,557	123,533	520,791
Oldsmobile Omega FWD	6,413	27,271	9,442	36,918
Firenza FWD	2,366	4,821		
Cutlass Ciera FWD	8,855	27,340		
Cutlass Salon '81			15,869	54,277
Cutlass Sup/Calais '81			21,682	91,396
Cutlass Sup/Calais	22,733	80,623		
Cutlass SW	1,856	6,341	2,995	10,089
Delta 88	795	3,020	1,002	3,875
Delta Royale	12,589	38,667	10,448	35,860
98	6,991	24,948	6,656	24,257
Oldsmobile SW	1,677	5,630	1,504	5,356
Toronado FWD	2,868	9,486	3,033	10,961
Total	67,143	228,147	72,631	272,989
Pontiac T1000	4,421	19,496	2,336	2,379
Firebird	9,857	24,177	5,451	20,541
Sunbird			2,837	25,124
J2000 FWD	4,110	15,331		
J2000 SW FWD	670	2,396		
Phoenix FWD	4,075	19,986	7,532	33,314
LeMans/Bonn.	5,080	18,058	5,156	17,992
LeMans/Bonn. SW	1,219	4,245	2,181	6,928
6000 FWD	3,979	11,233		
Grand Prix	7,443	25,391	10,258	44,615
Catalina	48	358	573	2,504
Bonneville '81	176	1,389	3,093	12,765
Bonn. '81 Brougham	139	1,166	2,423	9,949
Pontiac SW	59	377	716	2,731
Total	41,276	143,603	42,556	178,842
TOTAL GM CORP.	296,898	1,032,707	317,547	1,280,867
(Checker)	176	643	307	775
Misc. Domestic	200	733	339	909
Domestic Station Wagon Total	45,710	152,317	54,749	201,816
Domestic Grand Total	485,992	1,668,348	523,821	2,084,270
Import Total	186,261	684,534	228,024	828,074
Grand Total All Registrations	672,253	2,352,882	751,845	2,912,344

Automotive News analysis of new-car registrations based on R. L. Polk & Co. statistical report. Registrations for Oklahoma not available.

One of the best

Donald D. Lannoye, right, president of Lannoye Motor Co., Port Angeles, Wash., receives Chrysler Corp.'s Award for Excellence, citing his accomplishments in all phases of retail dealership facilities and operation. Making the presentation is Gordon Winship, Portland zone sales manager.

Bill to restore 5-MPH bumper is introduced

WASHINGTON. — A bill to restore the 5-MPH bumper has been introduced by Charles E. Schumer, New York Democrat, who considers it to be a test of this Congress' will to protect the consumer.

Schumer noted the 1972 law which requires bumper protection improvement and the 1979 study which found the 5-MPH bumper more cost effective than the 2.5-MPH one — the opposite of the new NHTSA finding used by NHTSA head Raymond Peck when he announced the rollback last May, effective in early July.

Schumer added that Peck's recent decision — which may be tested in court, perhaps by State Farm, which recently won its case against rescission of the passive-restraint standard — "is neither cost effective nor acceptable to the average car buyer whose insurance premiums will skyrocket as 'fender benders' take their toll."

NHTSA removes design restriction on lamp retainer

WASHINGTON. — The safety standard dealing with lamps and reflective devices will no longer have dimensional requirements for retaining rings.

This final change grants a petition for a change in Dimension K, specified in an SAE standard. Thus NHTSA is removing a design restriction.

Toyota Motor Sales, USA, had told NHTSA that it developed a new retaining ring for a four-lamp rectangular headlamp mounting ring. The ring is lighter and easier to replace than the earlier ring, but in order for it to be acceptable under the standard, the size limitation had to be removed.

NHTSA, after being assured the design does not interfere with the use of a mechanical aimer, granted the petition, and in fact, went beyond it to delete all retaining-ring requirements.

Year-to-date total down 26 pct. from 1981

Week's car output slips to 132,448

By Patricia Hoffman
Staff Writer

As operations continued at a fairly stable pace, last week's domestic auto production was only slightly below that of the previous week, but output was down substantially from the comparable 1981 period.

Last week's production was targeted at 132,448 cars, down 3.06 percent from 136,630 the previous week, and down 19.27 percent from 164,073 units built in the same period last year.

For the year-to-date, the makers have assembled 2,586,766 units, a 26.52 percent decline from 3,520,557 units finished in the comparable 1981 period.

Breakdown for the week by company is: General Motors, 61.20 percent; Ford Motor, 23.34 percent; Chrysler Corp., 11.93 percent; Volkswagen of America, 2.39 percent; American Motors, 1.06 percent and Checker Motors, 0.08 percent.

GM's Leeds facility remained idle last week to adjust overstocked inventories. The plant, idle since June 7, is slated to return today (June 28).

GM's Fairfax plant worked last Saturday (June 26).

Daily overtime continued last week at Chrysler's St. Louis facility. The point operated a daily nine-hour shift.

Taxicab and car production is scheduled to end at Checker Motors' Kalamazoo plant on July 7.

GM has slated downtime for model changeover starting July 19 at its Detroit (Cadillac) and Linden (Eldorado, Seville, Toronado, Riviera) facilities. A start-up date for 1983 models has not been set.

Rhode Island panel to fight auto theft

PROVIDENCE. — Rhode Island Gov. J. Joseph Garrahy has appointed a special commission to deal with the escalating car theft problem in the state.

It is estimated that cars worth some $23 million were stolen last year and, for the most part, taken to out-of-state "chop shops." Few were recovered. State Police Supt. Walter E. Stone was named head of the investigative panel.

Millionth truck a month earlier than last year

U. S. truck production for the year-to-date hit the one-million mark last week (June 24) about one month earlier than that total was reached in 1981.

So far this year, the makers have produced 1,011,158 trucks, up 10.67 percent from 913,635 at this time last year. In 1981, the millionth truck wasn't assembled until July 21.

Last week's estimated production rose 2.39 percent from the previous week's total due to the return of American Motors' Toledo (Jeep) facility. Output was slated at 50,437 units, up from the prior week's 49,261, and up 26.35 percent from the 39,920 units built the same week last year.

Operations resumed last week at AMC's Toledo point following a two-week vacation shutdown.

Saturday overtime was reported last week at General Motors' St. Louis plant.

Operating on daily overtime schedules last week were Ford Motor's Kansas City, Lorain, Michigan and Twin Cities points.

GM-Toyota decision due in fall, Smith says

General Motors' negotiations with Toyota Motor Co. on building one of the Japanese company's small cars at an idle GM assembly plant — possibly in California — will reach the decision stage this fall, GM Chairman Roger B. Smith said last week.

Smith, while inaugurating GM's joint robotics venture with Fujitsu Fanuc, Ltd., of Japan, also said his company will design and build in the U. S. a replacement car for the aging Chevrolet Chevette (and T-1000).

That announcement apparently was in response to speculation by analysts that GM was easing its way out of the small-car business, a theory that seemed to be supported by GM's agreement with Isuzu Motors, Ltd., to purchase up to 200,000 front-drive subcompact cars per year to sell in the U. S., starting in 1984.

Smith indicated that negotiations with Toyota were running smoothly but said no decision would be forthcoming until the fall. GM and Toyota negotiators have toured a number of assembly plants but the most attractive sites are GM's idle South Gate and Fremont plants in California.

The proposed Toyota car is said to be the company's front-drive replacement for its Corolla line, one of the fastest-selling cars in the world.

Owen Bieber, UAW vice president and chairman of the union's GM council, said he expected a positive decision by GM and Toyota in September.

GM's robotics venture with Fujitsu Fanuc, Ltd., calls for GM to sell robots built both in the U. S. and Japan under the name GMFanuc Robotics Corp. Painter robots will be assembled at a location near Detroit. Headquarters will be in Troy, Mich., and will employ about 100 workers the first year.

Israeli firm offers speed-control device

TEL AVIV. — An electronic speed-control system is being offered by United Traders Co. for export from Israel and/or production abroad under license.

The SafeSpeed system allows a vehicle to travel at any speed up to a chosen one without interfering with normal driving procedures.

Canadian output down for week; 22,150 cars built

Canadian auto production last week fell 2 percent from the previous week's total, and 5.39 percent below the comparable 1981 week, but year-to-date output remained above that of last year.

Last week's car production was estimated at 22,150 units, down from 22,602 the previous week, and down from 23,412 in the comparable 1981 week.

So far this year, the makers have assembled 467,819 cars, a 2.64 percent gain from 455,796 finished in last year's year-to-date.

The truck makers targeted 12,307 units last week, down 5.61 percent from 13,039 the previous week, and down 6.03 percent from 13,097 units in the comparable 1981 week.

For the year-to-date, there have been 276,638 trucks completed, a 4.64 percent decline from 290,101 units built in the same 1981 period.

Ford Motor's St. Thomas car assembly point will halt production for one week starting today (June 28) to control inventory. Operations at the facility will remain down for a three-week vacation which begins July 5. The plant is scheduled to resume production July 26 for two weeks with downtime slated again for the week of Aug. 9.

Chrysler Corp. has scheduled vacation downtime at its Windsor car and truck facilities beginning July 16. Production of '83 models is slated to begin Aug. 2.

The second shift will return at American Motors' Brampton plant on July 19. Output will be upped from 122 cars a day on one shift to 244 a day on two shifts.

All car and truck facilities were reported working last week.

U. S. CAR PRODUCTION

	Week Ended June 26, 1982	Week Ended June 27, 1981	Week Ended June 19, 1982	June to Date	Jan. 1 to June 27, 1981	Jan. 1 to June 26, 1982
AMERICAN MOTORS	1,400*	2,400*	1,400*	2,800*	56,454*	27,499*
Spirit	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
Eagle	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	15,800	20,942	15,635	47,399	426,167	300,361
Plymouth Total	5,800	11,593	5,959	17,281	220,275	123,347
Horizon	2,400	4,478	2,168	6,575	83,086	38,054
Reliant	3,400	7,115	3,791	10,706	127,602	85,293
Caravelle	.....	.....	.....	.....	2,139	.....
Gran Fury	.....	.....	.....	.....	7,448	.....
Chrysler Total	3,600	.....	3,320	10,843	22,098	59,042
LeBaron	3,600	.....	3,320	10,843	17,236	59,042
Chrysler	.....	.....	.....	.....	4,862	.....
Dodge Total	6,400	9,349	6,356	19,275	183,794	117,972
Omni	2,200	3,466	2,507	6,406	65,783	35,686
Aries	3,400	5,883	2,990	9,459	101,685	65,987
Diplomat	.....	.....	.....	.....	12,644	.....
Dodge 400	800	.....	859	3,320	.....	17,299
St. Regis	.....	.....	.....	.....	3,682	.....
FORD MOTOR	30,915	32,638	31,975	123,165	748,927	592,721
Ford Division	19,438	21,314	19,994	79,289	510,064	379,067
Escort	6,748	8,334	7,002	27,519	191,947	156,178
Fairmont	3,527	5,321	3,981	14,724	109,782	65,313
Must./Must. II	3,700	5,313	3,464	14,412	87,548	69,025
Granada	4,115	158	4,228	16,512	43,496	62,663
Thunderbird	1,157	2,188	1,121	5,325	36,405	21,735
Ford	.....	.....	.....	.....	40,886	.....
EXP	191	.....	198	797	.....	4,153
L-M Division	11,477	11,324	11,981	43,876	238,863	213,654
Mercury Total	9,439	9,690	9,903	35,674	202,560	163,528
Lynx	2,672	2,997	2,396	9,011	66,697	46,918
Capri	1,220	2,157	1,449	4,110	31,019	16,966
Zephyr	1,293	1,967	1,645	5,886	33,913	21,921
Cougar	1,906	198	2,027	7,079	22,459	29,830
XR-7	456	1,065	489	2,143	15,880	7,199
Mercury	1,840	1,306	1,840	7,249	32,592	39,758
LN7	52	.....	57	196	.....	916
Lincoln Total	2,038	1,634	2,078	8,202	36,303	50,126
Continental ('82)	406	.....	414	1,638	.....	10,552
Lincoln	1,000	809	1,017	4,020	17,710	22,542
Mark VI	632	825	647	2,544	18,593	17,032
GENERAL MOTORS	81,063	104,285	84,454	310,669	2,195,147	1,614,794
Buick Division	16,370	18,112	18,067	68,445	481,944	375,833
Skylark	3,215	5,530	3,370	12,541	132,248	68,007
Skyhawk J	.....	.....	.....	2,665	.....	42,159
Century	3,120	1,742	3,733	12,985	84,697	64,467
Regal	4,560	5,880	5,350	19,399	147,273	97,930
Buick	4,421	3,682	4,550	16,643	86,787	83,330
Riviera	1,054	1,278	1,064	4,212	30,939	19,340
Cadillac Division	5,531	7,303	5,573	21,165	145,081	123,678
Cimarron	215	1,034	128	449	4,256	1,850
Seville	330	472	339	1,309	14,296	12,018
Eldorado	1,386	1,542	1,395	5,552	34,755	31,842
Cadillac	3,600	4,255	3,711	13,855	91,774	77,968
Chevrolet Division	27,970	42,098	27,003	100,258	798,553	505,708
Chevette	6,010	8,373	5,744	21,870	171,424	111,293
Cavalier	1,925	3,077	1,633	6,039	24,853	42,762
Celebrity	1,855	.....	1,839	5,268	.....	33,809
Camaro	5,260	4,390	5,076	19,402	76,789	111,660
Citation	5,540	9,296	5,066	19,279	193,012	88,249
Malibu	3,480	7,154	3,513	13,465	146,319	57,393
Monte Carlo	2,425	4,055	2,371	8,541	78,439	33,057
Chevrolet	1,375	4,840	1,154	4,095	92,789	12,813
Corvette	600	913	607	2,299	14,928	14,672
Oldsmobile Division	16,743	20,132	18,467	65,687	500,117	379,476
Omega	1,720	3,453	1,643	6,876	79,158	41,992
Firenza	.....	.....	.....	758	.....	29,331
Cutlass	4,800	9,745	6,336	19,693	250,680	95,374
Cutlass/Ciera	2,616	.....	3,075	10,906	.....	61,285
Oldsmobile	6,777	5,920	6,573	24,117	144,380	133,615
Toronado	830	1,014	840	3,337	25,899	17,879
Pontiac Division	14,449	16,640	15,344	55,114	269,452	230,099
Acadian†	215	573	216	1,121	12,172	6,610
J2000	1,705	2,877	1,731	6,374	22,088	19,161
T1000	1,555	2,631	1,586	5,874	37,377	16,856
Firebird	3,483	2,562	3,200	13,019	37,329	66,094
Phoenix	1,795	2,764	1,840	7,365	62,073	24,589
Grand Prix	1,815	2,983	2,181	7,664	56,138	39,605
Bonneville ('82)	1,836	.....	2,163	7,873	.....	39,565
A6000	2,045	.....	2,427	6,024	.....	17,619
LeMans	.....	1,881	.....	.....	34,354	.....
Pontiac	.....	369	.....	.....	7,921	.....
VOLKSWAGEN	3,170	3,808	3,066	9,406	92,644	49,428
CHECKER	100*	.....	100*	400*	1,218*	1,963*
Total Cars, U. S.	132,448	164,073	136,630	493,839	3,520,557	2,586,766

TRUCK PRODUCTION IN U. S.†

	Week Ended June 26, 1982	Week Ended June 27, 1981	Week Ended June 19, 1982	June to Date	Jan. 1 to June 27, 1981	Jan. 1 to June 26, 1982
CHEVROLET	16,925	12,421	17,342	63,861	294,732	345,077
DODGE	3,000	2,883	3,485	11,697	49,759	66,202
FORD	20,276	14,638	20,120	71,112	333,570	366,273
GMC	5,581	4,199	5,638	22,988	98,429	127,968
INTERNATIONAL	1,155	1,654	1,193	4,741	37,206	26,404
VOLKSWAGEN	450	938	432	1,331	22,679	8,393
JEEP	2,000*	1,697*	.....	4,000*	43,895*	40,711*
AM GENERAL	50*	90*	50*	200*	2,165*	1,130*
MISCELLANEOUS	1,000*	1,400*	1,000*	4,000*	31,200*	29,000*
Total Trucks, U. S.	50,437	39,920	49,261	183,930	913,635	1,011,158

CANADIAN TRUCK PRODUCTION

	Week Ended June 26, 1982	Week Ended June 27, 1981	Week Ended June 19, 1982	June to Date	Jan. 1 to June 27, 1981	Jan. 1 to June 26, 1982
CHRYSLER CORP.	2,543	2,418	2,535	9,411	41,214	53,212
FORD MOTOR	3,880	3,774	3,763	14,827	86,737	74,130
GENERAL MOTORS	5,624	6,658	6,481	23,791	155,933	143,084
INTERNATIONAL	260	247	260	995	6,217	6,212
Total Trucks, Canada	12,307	13,097	13,039	49,024	290,101	276,638
N. American Trucks	62,744	53,017	62,300	232,954	1,203,736	1,287,796

†—Now includes window van production. *—Estimated.
Jeep includes commercial only. AM General includes government-destined vehicles.

CANADIAN CAR PRODUCTION

	Week Ended June 26, 1982	Week Ended June 27, 1981	Week Ended June 19, 1982	June to Date	Jan. 1 to June 27, 1981	Jan. 1 to June 26, 1982
AMERICAN MOTORS	600	851	610	2,205	16,546	13,738
CHRYSLER CORP.	4,128	2,471	4,183	14,640	20,189	86,409
FORD MOTOR	9,157	7,599	9,268	34,738	121,735	168,716
GENERAL MOTORS	8,040	12,266	8,316	30,883	291,824	193,544
VOLVO	225	225	225	855	5,402	5,412
Total Cars, Canada	22,150	23,412	22,602	83,321	455,796	467,819
N. American Cars	154,598	187,485	159,232	577,160	3,976,363	3,054,585
N. American Trucks	62,744	53,017	62,300	232,954	1,203,736	1,287,796
North American Cars and Trucks	217,342	240,502	221,532	810,114	5,180,089	4,342,381

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

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Buyers paying $2,000 more per car, study finds

Quotas take toll on Japanese importers, dealers

By Kathleen Hamilton
News Editor

Although the recession has softened the blow, the export quotas imposed on Japanese makes have begun to take a heavy toll on dealers and importers and—to hear them tell it—on U. S. consumers, too.

The effects of the quotas have recently begun to glare out from the pages of otherwise gray statistics. Car sales for the first five months of 1982 plummeted for every major Japanese make, while inventories for most are at uncomfortably low levels.

Sales and stocks were particularly low in May; industrywide sales climbed, but Japanese sales teams had little left to sell —their pipelines hadn't refilled since March 31, when the first year of quotas came to a close and exports were cut in order to meet the deadline.

One year ago, dealers were still living off inventories stocked in the U. S. before the Japanese government imposed the so-called "voluntary" quota of 1.68 million units.

So the year-to-year sales drops experienced by the Japanese looked terrible in May (Toyota down 20 percent for the year, Datsun down 10 percent, Honda down 25 percent, Mazda down 9 percent, Subaru down 7 percent).

When June's tallies come in, the year-to-year gap is expected to lessen. Although the recession has depressed the market — thereby reducing the impact of quotas—it has eliminated some potential sales.

The recession seems to have stemmed projections, made during 1980 and 1981 debates on trade restrictions, that prices of both imports and domestics would rise as a result of such restrictions.

But Robert McElwaine, president of the American International Automobile Dealers Assn., stuck to his guns, citing a soon-to-be-released study by the Boston research firm Harbridge House, that will show all his dire predictions on quotas have indeed come true.

In March, 1980, he testified before a House subcommittee that restraints could cost $4 billion a year.

If the counting starts on the day the Japanese government announced the quotas—the same day General Motors led the domestics to major price hikes — consumers paid $4.5 billion more for their new cars during the first 12 months of quotas than they had in the 12 months before the quotas, McElwaine said in quoting the Harbridge

Continued on Page 34, Col. 1

Jeep XJ

AMC readies mini-4WDers for spring launch

American Motors' all-new Jeep XJ four-wheel-drive series will bow next spring starting with two-door and four-door (shown in unofficial photo) models sold under the Cherokee name. An upscale Wagoneer type will debut several months later. A pickup truck version is also in the works. AMC's new 2.5-liter four will be standard with the Chevrolet-built 2.8-liter V-6 engine as an option. A Renault-made four-cylinder turbodiesel may be added as a 1984 option. The current "senior" Jeeps will eventually be replaced by the XJ series.

Agency responds to court's order on passive restraints

NHTSA asks advice on belts or bags

By Helen Kahn
Washington Bureau Chief

WASHINGTON. — NHTSA's response to a court order on the passive restraint remand is to ask whether the agency should: (1) Mount a campaign to collect usage rates on passive belts; (2) require the use of spool-out or non-detachable belts, or (3) mandate air bags.

This responds to a federal appellate court's request for a schedule to resolve questions — largely lack of sufficient evidence of projected use of passive belts to justify a rescission and consideration of options other than rescission.

The move is not a compromise or a retreat from the rescission of the standard announced last fall by NHTSA head Raymond A. Peck. It is not a proposed rulemaking. It is not a decision on whether to appeal en banc to the appellate court or to ask for certiorari at the U. S. Supreme Court.

Rather, it is a seeking of advice on options to which plaintiffs State Farm and the National Assn. of Independent Insurers may respond within 15 days, which then allows another 15 days for NHTSA's answering response. The circuit court then can approve, reject or amend.

Publication of any agreement presumably would then appear in the Federal Register as a proposed rulemaking with a 30-day comment period, and NHTSA would then have 45 days to make a decision—presumably ending its 12 years of controversy over mandated passive restraint for passenger cars.

NHTSA also filed in court a review of three ways that evidence can be gathered to determine usage rates of four types of passive belts: Two-point and three-point, detachable and non-detachable. It would involve at least 2,000 actual observations of usage.

Options include: (1) A large number of vehicles used over the road, with passive belts either bought or provided free, (2) rental cars at an isolated location, possibly an airport, or (3) a corporation or interested party fleet. All have advantages and disadvantages.

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Broad safety plan brewing at NHTSA; new focus expected

By Roger Rowand
Engineering Editor

ANN ARBOR, Mich.—NHTSA is undergoing a self-appraisal. It has stepped back, looked hard at itself and is drawing up a broad and sweeping Safety Plan.

One result may be some dramatic shifting of emphasis away from car design to human elements in highway safety.

The agency has analyzed mountains of accident reports and said it now will focus its attention on where statistics indicate the action is.

Diane Steed, deputy administrator of NHTSA, sketched the proposed reevaluation at a regular quarterly meeting with industry technical representatives.

She labeled it "a major effort."

She said, "For the first time, the agency sat back and said, 'We really need a practical plan for going about our job. Where should we be devoting our research and our rulemaking energies in the future?'

"We had our Plans and Programs Division go back and take an in-depth look at the accident statistics—what's really going on out there in the real world according to the accident reports," Steed said.

NHTSA researchers spent about four months going over data from the Fatal Accident Reporting System (FARS), the National Accident Sampling System (NASS) and other accident statistical source material.

"They came up with what we view as the biggest problems on the road," Steed said.

Research workers, she said, have learned answers to such questions as: Where is the greatest harm done to the individual in the car? What's the cause?

"We've done that by looking at the accident statistics. We've done it across the board looking at where the problems lie," she said.

There are about 70 problem areas. In the first 15 priority recommendations drawn up by the NHTSA staff, eight deal with human factors and not vehicle design.

NHTSA has three avenues it can follow as it sets its rules. It

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breaking news

Chrysler cuts Colt/Champ to $4,995

DETROIT. — Chrysler Corp. has reduced the price of the base Dodge Colt/Plymouth Champ three-door hatchback to $4,995, a cut of $448, and also is offering a $400 consumer rebate. California dealers had asked for such a model to compete with the $4,949 Nissan Sentra. For '83, the Champ will be renamed Colt for ad efficiency.

Chrysler to make its own diesels

DETROIT.—Chrysler Corp. directors last week approved production of turbocharged six-cylinder diesel engines for 1985 models, and the company announced that an engineering program is under way to manufacture turbocharged four-cylinder diesel engines for 1986 models. These will be the first Chrysler-engineered-and-manufactured diesels. The six is a 3.7-liter (225-CID) units and the four is a 2.2-liter (135-

See BREAKING NEWS, Page 8, Col. 1

Shultz joins long line of auto officials to hold high government posts

Newly appointed Secretary of State is a director of GM

By John K. Teahen Jr.
Managing Editor

George P. Shultz, whom President Reagan has chosen to succeed Alexander Haig as Secretary of State, has a direct tie to the automotive industry. He's a director of General Motors.

Shultz is a relative newcomer to GM, having been elected to the board last July. But he has had an influential role. He has been a member of the Finance Committee, the most powerful entity in GM's vaunted committee system.

That's the group that decides how GM will spend its money. And even in bad years, GM has some $60 billion to spend.

When he isn't watching over GM's dollars, Shultz has served as president of Bechtel Group, Inc., San Francisco, an international engineering, construction and management services firm. He will, of course, relinquish both his GM board seat and his Bechtel job upon becoming a member of the cabinet.

This will not be Shultz's first go at government service. He was Secretary of Labor in 1969-70, director of the Office of Management and Budget from 1970 to 1972 and Secretary of the Treasury from 1972 to 1974.

Down through the years, a long line of automotive executives and outside directors have served the federal government in important positions.

High on that list is William S. Knudsen, who left the presidency of GM to direct the nation's war production effort in World War II.

Knudsen's successor as GM president was Charles E. Wilson, and Wilson, too, later became a government official. He was appointed Secretary of Defense in the Eisenhower Administration in 1953.

Roger M. Kyes accompanied Wilson to Washington as deputy Secretary of Defense. Kyes was general manager of GMC Truck & Coach Division. He returned to GM in 1954 to serve on the board and become an executive vice president.

John T. Connor, one of GM's outside directors, was named

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Measure will require refund on trouble-plagued autos

California OKs new-car lemon law

By Matt De Lorenzo
Los Angeles Reporter

SACRAMENTO. — Legislation that would require auto manufacturers to replace or refund money on trouble-plagued cars still under warranty has been passed by both houses of the California Legislature. Gov. Jerry Brown is expected to sign the so-called lemon law.

The amendment to California consumer protection laws requires manufacturers to replace or refund the cost of cars that have been taken back repeatedly during the first 12 months or 12,000 miles of ownership.

The replacement-or-refund provision applies to cars taken back four or more times for work on the same substantial defect or cars out of service 30 or more calendar days as a result of those repair attempts.

"I can't say we're delighted—it's more regulation," said Jay Gorman, executive vice president or the Motor Car Dealers of Southern California.

However, Gorman and Stephen F. Snow, executive vice president of the Northern California Motor Car Dealers Assn., did work closely with the bill's sponsor, Rep. Sally Turner, an El Monte Democrat, to make the language in the bill acceptable to the dealer position.

"We're satisfied that the bill is most beneficial to both consumers and dealers," Gorman said.

The association took a neutral stand on the bill during debate in the legislature.

• Patterned after a measure enacted recently in Connecticut, the new law defines a substantial defect as one that affects the use, value or safety of the car, such as a faulty engine or electrical system. Smaller items, such as defective moldings or power accessories, would not be covered.

Perhaps the most important provision is that the consumer must take his or her case to a third-party arbitration board before the car is determined a lemon.

The arbitration would be binding on the manufacturer;

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It's so long . . .

Ultra-Limo, Inc., LaPalma, Calif., got into the Guiness Book of World Records with its six-wheeled, 33-foot-long 1967 stretch Cadillac, equipped with hot tub, seating for eight and rear rumble seat. The company has since begun to stretch new Cadillacs. Minimum stretch is 60 inches. The six-wheel feature is optional.

Despite industry's doubts, many autos are surpassing EPA standards

Car makers doing better on emissions than they expected

By Jake Kelderman
Washington Staff Writer

WASHINGTON. — Five years ago, when Congress rewrote the landmark Clean Air Act of 1970, the U. S. auto industry argued mightily that tailpipe standards then under consideration were well beyond its reach.

Now, it seems that the industry grossly underestimated its engineers and the wonders of the learning curve.

Where Detroit once argued that it would be nigh onto impossible to build cars that could meet emission standards of 0.41 grams per mile HC, 3.4 gpm CO and 1.0 gpm NOx — much less the 0.41/3.4/0.41 standards that were contemplated in 1977 — there are now cars that are nearly, as one industry wag observed not so long ago, putting out cleaner air than they're taking in.

Leading the pack are some of the cars of the Volkswagen-Porsche-Audi group. By utilizing Bosch K-Jetronic fuel injection, three-way catalysts and an oxygen-sensor feedback system, Volkswagen of America is sellcars cars with tailpipe emission levels as remarkably low as 0.2 gpm HC/2.0 gpm CO/0.07 gpm NOx.

The clean Audi is a five-speed Audi 4000. The VW Rabbit is a four-speed that produced numbers of 0.12/1.6/0.09. A VW Scirocco managed 0.17/0.99/0.08 when fitted with a three-speed automatic. The best Porsche was a five-speed 924 that managed 0.11/1.6/0.24.

Other makes coming in with impressively low emissions were the Alfa Romeo GTV with 0.33/2.9/0.09; the Fiat X1/9 with 0.19/2.2/0.059, and the Renault 18i with 0.19/2.5/0.07.

A Volkswagen emissions specialist cautioned that the cars in question are light and that the systems were designed to allow for some degeneration during their 50,000-mile lifetime, so the numbers must be low. But he did allow that the numbers were "impressive."

Indeed, the emissions specialists at EPA's Ann Arbor (Mich.) testing facilities were so taken aback by the development that they rechecked the figures, sources at the agency said.

Normal engineering practice when dealing with emission control systems is to shoot for numbers slightly below the standards to compensate for any slippage that might occur between prototype and production vehicles and wear in the system over 50,000 miles. Thus, the target for today's NOx control standard of 1.0 gpm would be approximately 0.7 gpm.

VWoA and some of the others have gone impressively below this target. Many other makers have not done badly, either. Numbers in the 0.2 and 0.3 gpm NOx range were very common and have minimal deterioration factors to boot.

It's only fair to say that many of these are foreign car makers, but the domestics have their share of low emissions vehicles, too, even though many, if not most, are operating with waivers from the carbon monoxide standard in 1982. Such waivers allow them to meet a standard of 7 gpm CO instead of the statutory 3.4 standard.

• In the case of Chrysler Corp., it is producing cars with emissions as low as 0.17/1.9/0.56 (an Omni four-speed) and 0.19/1.3/0.81 (a Reliant three-speed automatic with the large four-cylinder engine).

The smaller Fords are coming in with numbers in the 0.30/2.0/0.6 range, and the smaller GM cars are coming in with numbers in the 0.20/2.2/0.65 range.

The domestic makers, unlike their foreign counterparts, use feedback or open-loop carburetor systems which do not give them the cylinder-by-cylinder

Continued on Page 38, Col. 5

Recounts corporation's history, explains current problems

PBS to air balanced TV special on Chrysler

By Edward Lapham
Financial Editor

DETROIT.—The Public Broadcasting System will air a one-hour documentary on Chrysler Corp. which deals with historical and contemporary material, using the auto maker's successful quest for $1.5 billion in loan guarantees as the backdrop.

The program, titled "Chrysler: Once Upon a Time . . . and Now," was produced by the Detroit PBS affiliate WTVS/56. It will be aired by PBS affiliates at varying times and dates. The Detroit showing is scheduled for 8 p.m., Thursday (July 8).

"Chrysler" has a good historical perspective and includes film footage of early Chrysler executives like K. T. Keller and Walter P. Chrysler.

It takes a hard look at some of the turning points in the company's history which led to the serious financial crisis of the late 1970s and ultimately to the company's trek to Washington in search of relief.

The program has good balance in dealing with shortcomings, apparent mismanagement and problems encountered by Chrysler executives since the beginning. It is woven together roughly in chronological order and successfully presents a "feel" for the company's situation.

Although the program shies away from finger-pointing, by implication "Chrysler" designates current Chairman Lee Iacocca a hero and former chairman Lynn Townsend and John Riccardo as active participants in the company's malaise.

"Chrysler" develops the company from the early days through the "arsenal of democracy" days through postwar styling decisions and the critical 1950 UAW strike to the more contemporary areas of worldwide empire building and internal financial policy.

It also candidly presents much of the vitriolic anti-Chrysler sentiment which surrounded the loan guarantee legislation, although it does not completely present the full depth and breadth of the warlike strategic campaigning waged by Chrysler and its allies in pursuit of the legislation.

One aspect which would have made for a more complete look would have been a wrap-up with a more concise prognostication about the company's future, rather than just the broad summation of free enterprise issues and imminent changes in the U. S. economic system involved in the situation.

Several Wall Street analysts, two reporters who have written books about Chrysler plus a Chrysler vice president and UAW President Douglas Fraser were interviewed. "Chrysler" also features comments by many other participants in the loan guarantee campaign.

It is generally a very good production, and one which dispassionately puts the Chrysler situation into easily-understood perspective.

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57th year — No. 4922

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Lawsuit charges it's a safety hazard

Ninth class action filed against Cadillac V-8-6-4

By Marjorie Sorge

The ninth class-action lawsuit has been filed against General Motors, charging that its Cadillac V-8-6-4 engine is defective and a safety hazard.

The suit, filed in Third Circuit Court in Brookings, S. D., charges that the V-8-6-4-powered cars stall during normal operation, cutting out power brakes and steering. It also claims the engine surges unexpectedly, is imbalanced and experiences delays in response unanticipated downshifting and spark plug knock.

The suit was filed on behalf of Marvelyn E. Kessler by James E. Kessler, of Erickson & Kessler.

Eight other class-action lawsuits which make similar charges have been filed in New Jersey, Illinois, Texas, Ohio, Pennsylvania, New York, Maryland and California. There is also a product liability case in U. S. District Court in Dallas, which charges that GM is liable for a death which allegedly occurred when a V-8-6-4-powered car surged forward.

The V-8-6-4 was introduced by Cadillac in 1981 as a fuel-saving device. It runs on either eight, six or four cylinders, depending on the power needed. It was replaced in 1982 by a new V-8. Only the Cadillac limousines continue to have the V-8-6-4 as standard equipment in 1982.

The South Dakota suit charges that GM knew the engine was defective, dangerous and not able to be repaired before the car was marketed and advertised. It further alleges that GM misrepresented the operating characteristics of the V-8-6-4 engine and that the "intentional, deliberate and deceptive concealment of its defective design and defective operating characteristics violates the South Dakota Deceptive Trade Practices and Consumer Protection Act."

• A dealer service bulletin, issued by GM in mid-1981, advised dealers that some of the problems occurred in the V-8-6-4 engine and cannot be fixed. It said these actions are "normal" with the engine and told dealers not to attempt to repair them.

The South Dakota suit further charges GM with fraud and deceit; breach of implicit, implied, express and express limited warranties, and violation of the Magnuson-Moss Warranty Act. It also asks for a jury trial and seeks class-action certification.

It asks that members of the class be paid back the purchase price of their 1981 Cadillacs and that the sales be rescinded. The average cost of a 1981 V-8-6-4-equipped Cadillac was between $19,000 and $20,000.

Alternately, the suit asks that the members of the class be paid for the decrease in saleability of cars with the V-8-6-4, approximately $10,000. It also asks for punitive damages in an undisclosed amount and for attorney fees and court costs.

A Cadillac spokesman said GM has no comment on the lawsuit because of the pending litigation. But he said GM has increased the warranty on the V-8-6-4 and fully backs the engine.

The warranty on the V-8-6-4 was extended to five years and 50,000 miles a year ago after much criticism of the engine.

IMPORT REGISTRATION SHARES IN U. S.

	APRIL					FOUR MONTHS				
	Regis., April, 1982	Percent Share of Market	Regis., April, 1981	Percent Share of Market	Pct. Pt. Change '82 vs. '81	Regis., 4 Mos., 1982	Percent Share of Market	Regis., 4 Mos., 1981	Percent Share of Market	Pct. Pt. Change '82 vs. '81
Toyota	44,399	23.84	56,685	24.86	− 1.02	158,519	23.16	200,624	24.23	− 1.07
Nissan	36,221	19.45	43,403	19.03	+ 0.42	128,102	18.71	148,415	17.92	+ 0.79
Honda	29,476	15.83	33,515	14.70	+ 1.13	117,683	17.19	127,913	15.45	− 1.74
VW	13,194	7.08	20,355	8.93	− 1.85	48,315	7.06	76,158	9.20	− 2.14
Mazda	12,916	6.93	15,790	6.92	+ 0.01	46,158	6.74	62,689	7.57	− 0.83
Subaru	11,397	6.12	12,320	5.40	+ 0.72	44,730	6.53	45,003	5.43	+ 1.10
Volvo	6,573	3.53	5,916	2.60	+ 0.97	22,358	3.27	18,511	2.23	+ 1.04
Mercedes	5,722	3.07	5,321	2.33	+ 0.74	20,504	3.00	18,690	2.26	+ 0.74
BMW	4,123	2.21	.....	.....	.....	14,897	2.18	.....	.....	.....
Audi	3,733	2.00	3,796	1.66	+ 0.34	14,344	2.09	.....	.....	.....
Fiesta	.....	.....	5,375	2.36				21,336	2.58	.....
Colt	.....	.....	.....	.....				16,905	2.04	.....
Others	18,507	9.94	25,548	11.21	− 1.27	68,924	10.07	91,830	11.09	− 0.02
TOTAL	186,261		228,024			684,534		828,074		
Share of U. S. Total		27.71		30.33			29.09		28.43	

Registrations for the state of Florida temporarily delayed; not available for Oklahoma.

April total down 18 pct; market share also dips

Import registrations again trail '81

By Jenny L. King
Staff Writer

Registrations of new imported cars lost ground both in numbers and in market share in April compared with year-ago figures. It was the fourth consecutive month this year that totals have been down, but the first time that market share has been anything but a record penetration.

According to figures compiled by R. L. Polk & Co., new import registrations accounted for 27.71 percent of the April market, down from a record 30.33 percent a year ago. This April, 186,216 registrations were counted, down 18.32 percent from 228,024 in 1981. Total for the first four months was 684,534, down 17.33 percent from 828,074.

April registrations did, however, continue the pattern of steady growth from month to month in 1982. They were up 6.09 percent over 175,575, in March; up 13.71 percent over 163,804 in February, and up 17.22 percent over 158,894 in January. January, February and March registrations were market-penetration records, in spite of low numbers.

Toyota held on to its first-place position among U. S. imports, earning 23.84 percent of the April import market. That was down 1.02 percentage points from 24.86 percent a year ago. Nissan gained 0.42 of a percentage point, climbing to 19.45 percent from 19.03 percent.

Third-place Honda was up 1.13 percentage points, to 15.83 percent from 14.70 percent in 1981. Volkswagen slipped to 7.08 percent from 8.93 percent, Mazda claimed 6.69 percent compared with 6.92 percent a year earlier, and Subaru climbed to 6.12 percent from 5.40 percent.

Seventh-place Volvo was up to 3.53 percent from 2.60 percent, followed by Mercedes-Benz at 3.07 percent, up from 2.33 percent. BMW earned 2.21 percent, and Audi was up to 2.00 percent from 1.66 percent. Fiesta slipped from the top-ten chart, and joined all "other" imports which had the remaining 9.94 percent.

• Japanese-built cars registered 76.84 percent of April imports, up from 75.20 percent last year. Imports from Germany dropped to 14.96 percent from 17.10 percent, while Sweden's share climbed to 4.32 percent from 3.20 percent.

For the first four months, Japanese products claimed 77.49 percent of the total, up from 75.95 percent in 1981. German products claimed 14.90 percent, down from 17.32 percent, and Swedish automobiles jumped to 4.02 percent from 2.79 percent a year earlier.

Imported-car totals by country of origin in April, 1982, compared with the previous year were:

	April, 1982	April, 1981
Japan	143,141	171,464
West Germany	27,857	38,990
Sweden	8,054	7,323
France	4,445	4,171
Italy	1,725	3,820
Britain	801	2,255
Ireland	238	1

Registrations by country of origin for the first four months of 1982 with their year-ago comparisons were:

	4 mos., 1982	4 mos., 1981
Japan	530,447	628,954
West Germany	101,982	143,369
Sweden	27,515	23,126
France	15,057	14,746
Italy	5,797	11,765
Britain	2,556	6,113
Ireland	1,180	1

Registrations of imported trucks were down in April compared with the total for the month a year earlier. Truck imports numbered 35,503, down 21.19 percent from 45,046.

Truck figures for April, 1982, compared with April, 1981, were:

	April, 1982	April, 1981
Toyota	12,030	10,847
Nissan	8,269	10,461
Mazda	3,152	—
Dodge Ram 50	2,477	—
Chevrolet LUV	—	7,960
Ford Courier	—	6,055
Others	9,575	9,777

Truck imports for the first four months were down 13.32 percent, to 136,628 from 157,621. Totals were as follows:

	4 mos., 1982	4 mos., 1981
Toyota	42,728	37,933
Nissan	30,313	35,283
Ford Courier	12,183	23,119
Dodge Ram 50	12,035	—
Chevrolet LUV	—	25,048
Others	39,369	36,238

DEAC founder calls NADA a mighty force in politics

SAN DIEGO.—NADA is the fifth most influential political force in the U. S. today, William E. Hancock, chairman of the Automobile and Truck Dealers Election Committee (DEAC), told San Diego County Motor Car Dealers at their annual meeting.

The NADA influence is outranked only by (in order): The White House, the Supreme Court, television and Congress, he said.

He attributed the strong influence exerted by the dealer's organization to the fact that "we're in every community. We see more people than any other group and we know more people in politics than any other groups know."

He warned that dealers can't afford to coast along on their reputation.

"Dealers must wake up," he said. "The dealer body must be strong. We must get involved and see that every other dealer does his part."

He acknowledged that some dealers are unable to contribute because of the poor economy, but he urged all dealers who are able to contribute to DEAC to do so.

Hancock founded DEAC in 1975 when he was president of NADA. He explained that NADA carries on a successful lobbying campaign in Congress, and that dealers contribute to the NADA's election-action program through DEAC.

• He maintained that NADA won "70 percent of the challenges we supported in Congress," and helped defeat 16 bills that would have been costly to dealers had they been enacted into law.

They included proposed legislation concerning air bags, clean air and fuel economy, full warranty, class-action suits, a consumer protection agency, a new labor law and the used-car rule.

In picking a candidate to support, he urged dealers to select one who possesses three qualifications: Name, recognition, constituency and money.

"Money is the most important. Your contribution is your calling card," he said.

He disclosed the name of a California congressional candidate DEAC is supporting: Hal Phillips, a Burbank auto dealer, in the 26th District.

Hancock is a Buick-BMW dealer in Columbia, S. C., and is a past president and director of the South Carolina Automobile Dealers Assn. He formerly practiced law.

Dealer service business shows solid upturn in May

By Francis J. Gawronski
Service Editor

After a sluggish performance in April, service and parts business recorded by new-car dealerships rebounded in May to register its third best showing of the year, according to the Automotive News Service Index.

As measured by the Service Index, May shop business amounted to 108.5 percent of the volume for the same month in 1981. In April, service and parts business dipped to 104.9 percent of the year-earlier volume after recording an increase of 14.6 percent in March.

May marked the 15th consecutive month that the Service Index has shown a gain over the same month a year earlier.

All indicators except repair orders written showed good growth in May, with sales of all parts and P&A leading the way with an increase of 15.4 percent. Repair orders were down 7.1 percent from the year-ago figure.

Gross profit, the most vital indicator from the dealers' viewpoint, was up 13.5 percent over dealership profit for May, 1981, while shop parts sales, those used on customer-paid and warranty repairs, advanced 12.3 percent. Total labor sales (customer-paid and warranty) were up 6.5 percent in May.

Figures used in the Service Index are averages compiled from reports on shop operations from a cross-section of the nation's new-car dealerships.

For the first five-months of 1982, the dealers' shop business amounted to 108.6 percent of the volume for the corresponding period a year ago.

Sales of all parts and P&A was the leading indicator for the January-May period, up 17.3 percent, followed by shop parts sales, up 15.5 percent.

Gross profit was up 12.2 percent for the period, while labor sales increased 6.1 percent. Repair orders written were down 9.1 percent.

SERVICE INDEX
108.5*

	May, '82 vs. May, '81	5 mos., '82 vs. 5 mos., '81
Gross Profit on All Labor and P&A Sales	+13.5%	+12.2%
Repair Orders Written	− 7.1%	− 9.1%
Total Labor Sales (Customer & Warranty)	+ 6.5%	+ 6.1%
Shop Parts Sales (Customer & Warranty)	+12.3%	+15.5%
Sales of All Parts and P&A	+15.4%	+17.3%

*—Survey by Automotive News shows that dealers' service and parts business in May, 1982, was 108.5 percent of business in May, 1981. Service business in the five months of 1982 was 108.6 percent of business in the corresponding period in 1981.